NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT This form to be used for reporting civil and public use aircraft accidents and incidents

BASI	CINFORMAT	TION											
Accident/Incident Location							Date/Time						
Nearest City/Place: VAN VORIS FLD, NAS FALLON State: NV						Date: 03/06/2012 Local Time: 0918							
ZIP: 89	496Co	untry: UNI	TED STATES				mm/dd/yyyy Time Zone: PST						
Latitude	N39:26:18 (d	d:mm:ss N/	S) Longitude: W1	18:43:17	(ddd	:mm:ss E/W)				1 1111	e Zone.		
Phase o	of Operation							ollision with O	ther Airc	10 CO. P. CO.		f In-Flight	
☐ Stand		(incl. initial	climb)			Hover Other] Midair] On-ground		- 1'	Occurren	ce	
Desc			☑ Appro			Jnknown		None		1.		3,940	t MSL
AIRC	RAFT INFOR	MATIO	N										
Manuf	acturer: ISRAEL	AIRCRA	FT INDUSTRIE	S				Max Gross W	eight:	3	5,714 lbs		
Model:	F-21-C-2 KFIR						1	Weight at Tir	ne of Acci	dent/Inci	ident:	18,1	06 lbs
Serial I	Number: 130						-	Location of C					
Registr	ation Number: 1	N404AX		Amateur-b	uilt:	☐ Yes ☑ N	0	-or-				or 🛮 datur namic Cord (
Catego	ry of Aircraft	Type of A	Airworthiness C	ertificate		Number of	See	ats:	1	Landin		☑ Retract	
☑ Airpl	경투() : [10] - [3 15 15 15	that apply)		3					Check a	any addition	al landing ge	ar
Ballo	on p/Dirigible	Standard	100 ±00000			If Large Airci	raft,	, how many seats	for:		ration that a		
Glide		☐ Norma ☐ Utility		stricted		Flight Ci	rew	:		☑ Tric	ycle	☐ Ta	ilwheel
Gyro		Acroba	atic 🔲 Pro	ovisional		Cabin Cı	rew	÷			phibian		gh Skid
Powe		Transp		perimental ecial Flight		210000000				☐ Eme	ergency Flo	at □ Sk □ Sk	
Ultra				ght Sport					- 1	☐ Hul	I		i/Wheel
Unkr	AND THE PARTY OF T						70000			Unk			
	f Maintenance P	rogram		Last Insp					Date Las	st Inspect		2/16/2012	_
☐ Annu	ıal litional (Amateur-bu	ilt only)		☐ 100 Ho ☑ AAIP	ur		ous Airworthiness onal Inspection Airframe Tot				mm/dd/yyyy tal Time: 2,275 hrs		
☐ Man	ufacturer's Inspection	n Program		Annual		Unknow				e Total T			
	r Approved Inspecti inuous Airworthines		(AAIP)						hours measured at (check one) Last Inspection Time of Accident/Inciden				
	r, specify:			551150. 755610									ent/Incident
	uipped		27.372	Stall Warning System Ins				AND THE PERSON OF THE PERSON O					
Yes	□ No □ Unk	nown		Yes No Unkno			vn		✓ None	v			
									<u> Б</u> ореен				
ELT In	istalled E	LT Activa	ted	ELT Mai	nufa	cturer:							7
☐ Yes	☑ No □	Yes 🔽 1	No		ELT Manufacturer: Model/Series:								
ELT A	ided in Locating	Accident/	Incident	Messy say romanie	Serial Number:								
☐ Yes	☑ No			Battery Type:				Battery Exp. Date:					
Engine	Type		Reciprocatin	g Fuel	_	ropeller							
Reci	procating Tu	rbo Jet	System Type		_			Manusca					
☐ Turbo Shaft ☐ Turbo Fan ☐ Carburetor ☐ Turbo Prop ☐ Unknown ☐ Fuel Injecte			ed	-	Fixed Pitch Controllable I	Pitc		turer:					
	011op				1_			Woder	Engine Ra	ated	ī		
									Power Mo	easured		Time	Time
					ufacturer's		Date of Mfg.	as (check	<i>one)</i> epower or	Total Time	Since Inspection	Since Overhaul	
Engine	Engine Manufact	urer	Engine Model/Series			l Number		mm/dd/yyyy	☑ lbs of	Thrust	(hours)	(hours)	(hours)
Eng. 1	General Electric		J-79-J1E-QD	4	61128					17860	2,472	202	202
Eng. 2			A				0>				-		
Eng. 3							10-00-				 		
Eng. 4													

OWNER/OPERATOR IN	IFURIMA HUI	N				
Registered Aircraft Owner		Owner Address				
Name: AIRBORNE TACTICAL	ADVANTAGE (City: NEWPORT NEWS				
		State: VA ZIP: 23602-4413				
Fractional Ownership Aircraft:		Country: UNITED STATES				
Operator of Aircraft	Same As Registered	d Owner	Operator Address	Same As Registered Owner		
Name:			City:	P:		
Doing Business As:	(16) . 0.1		State: ZI	P:		
Air Carrier/Operator Designator		e):	Country: Revenue Sightseeing Fli			
Regulation Flight Conducted U	- Carriera	_	Revenue Sightseeing Fin	ignt ☑ No		
	∑ FAR 91 Special Non-US, Comm			E 110		
☐ FAR 121 ☐ FAR 135	Non-US, Non-co		Air Medical Flight	☑ No		
☐ FAR 125 ☐ FAR 137	Armed Forces			[Z] 140		
Purpose of Flight for FAR 91, 103, 133, 137 (Select	one)	Revenue Operation for FAR 121, 125, 129, 135 (Select one)	Type of Commercial Op (Check all that apply)	perating Certificate Held		
☐ Personal		☐ Scheduled or Commuter	None			
☐ Business ☐ Executive/Corporate		☐ Non-Scheduled or Air Taxi	☐ Flag Carrier Operating C☐ Supplemental	ertificate (121)		
Other Work Use	1		☐ Air Cargo	260		
Instructional	1	Domestic or International	Foreign Air Carriers (129 Commuter Air Carrier (1	9) 35)		
☐ Ferry ☐ Positioning		☐ Domestic ☐ International	On-Demand Air Taxi (13			
☐ Aerial Application			Large Helicopter (127)			
☐ Aerial Observation ☐ Air Drop		Cargo Operation Passenger/Cargo	Rotorcraft External Load	1(133)		
☐ Air Race / Show		PassengerHow many?	or - Agricultural Aircraft (13'	7)		
Flight Test	4	Cargo lbs	Other Operator of Leren	Aircraft		
☐ Public Use ☑ Unknown		☐ Mail	Other Operator of Large Aircraft			
OTHER AIRCRAFT - CO	OLLISION (fair or ground collision occurred, complete	this section for other aircra	aft)		
Aircraft Degistration Number	Manufacturer		Da	mage to Other Aircraft		
Aircraft Registration Number				mage to Other Aircraft Destroyed Minor Substantial None		
Aircraft Registration Number Registered Owner of Other Air	Model:					
Registered Owner of Other Air First Name:	Model:			Destroyed Minor Substantial None		
Registered Owner of Other Air First Name: Middle Initial:	Model:	City: State:	ZIP:	Destroyed Minor Substantial None		
Registered Owner of Other Air First Name: Middle Initial: Last Name:	Model:	City: State:		Destroyed Minor Substantial None		
Registered Owner of Other Air First Name: Middle Initial: Last Name: Pilot of Other Aircraft	Model:	City: State: Country:	ZIP:	Destroyed Minor Substantial None		
Registered Owner of Other Air First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name:	Model:	City: State: Country:	ZIP:	Destroyed Minor Substantial None		
Registered Owner of Other Air First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial:	Model:	City:	ZIP:	Destroyed Minor Substantial None		
Registered Owner of Other Air First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name:	Model:	City: State: Country: State: State: Country:	ZIP:	Destroyed Minor Substantial None		
Registered Owner of Other Air First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: MECHANICAL MALFUN	Model:	City: State: Country: City: State: Country: State: Country:	ZIP:	Destroyed Minor Substantial None		
Registered Owner of Other Air First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name:	Model:	City:	ZIP:	Destroyed Minor Substantial None		
Registered Owner of Other Air First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: MECHANICAL MALFUN Was there Mechanical Malfund	Model:	City:	ZIP:	Destroyed Minor Substantial None Total Time/Cycles On Part		
Registered Owner of Other Air First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: MECHANICAL MALFUN Was there Mechanical Malfund	Model:	City:	ZIP:	Destroyed Minor Substantial None Total Time/Cycles On Part Hours		
Registered Owner of Other Air First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: MECHANICAL MALFUN Was there Mechanical Malfund	Model:	City:	ZIP:	Destroyed Minor Substantial None Total Time/Cycles On Part		
Registered Owner of Other Air First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: MECHANICAL MALFUN Was there Mechanical Malfund	Model:	City:	ZIP:	Destroyed Minor Substantial None Total Time/Cycles On Part Hours		
Registered Owner of Other Air First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: MECHANICAL MALFUN Was there Mechanical Malfund	Model:	City:	ZIP:	Destroyed Minor Substantial None Total Time/Cycles On Part Hours Cycles		
Registered Owner of Other Air First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: MECHANICAL MALFUN Was there Mechanical Malfund	Model:	City:	ZIP:	Destroyed Minor Substantial None Total Time/Cycles On Part Hours Cycles Time Since This Part Inspected/Overhauled		
Registered Owner of Other Air First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: MECHANICAL MALFUN Was there Mechanical Malfund	Model:	City:	ZIP:	Destroyed Minor Substantial None Total Time/Cycles On Part Hours Cycles Time Since This Part		
Registered Owner of Other Air First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: MECHANICAL MALFUN Was there Mechanical Malfund	Model:	City:	ZIP:	Destroyed Minor Substantial None Total Time/Cycles On Part Hours Cycles Time Since This Part Inspected/Overhauled		
Registered Owner of Other Air First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: MECHANICAL MALFUN Was there Mechanical Malfund	Model:	City:	ZIP:	Destroyed Minor Substantial None Total Time/Cycles On Part Hours Cycles Time Since This Part Inspected/Overhauled		
Registered Owner of Other Air First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: MECHANICAL MALFUN Was there Mechanical Malfunc (If yes, list the name of the part, mann	Model:	City:	ZIP:	Destroyed Minor Substantial None Total Time/Cycles On Part Hours Cycles Time Since This Part Inspected/Overhauled		
Registered Owner of Other Air First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: MECHANICAL MALFUN Was there Mechanical Malfunc (If yes, list the name of the part, mann	Model: Peraft NCTION/FAIL ction/Failure? [ufacturer, part no., s	City:	ZIP:	Destroyed Minor Substantial None Total Time/Cycles On Part Hours Cycles Time Since This Part Inspected/Overhauled		

Description of Damage to Aircraft and C	Other Property (use add	itional sheet if	necessary)	
AIRCRAFT IMPACTED THE GROUND AND BUILDING PARTIALLY DISTROYED WHER			VITH SUBSEQUENT FIRE. AIF	CRAFT DESTROYED. MUNTIIONS
AIRPORT INFORMATION (If the	e accident/incident occi	urred on app	roach, takeoff or within 3 mile	s of an airport, complete this section)
Airport Identifier: KNFL			Distance From Airport Ce	
Airport Name: NAVAL AIR STATION,	FALLON NV		Direction From Airport: _	308_degrees MAG
Proximity to Airport Off Airport/Airs	rip 🛮 On Airport 🔲	On Airstrip	Airport Elevation:	3,934 ft, MSL
Approach Segment (Select one)				
On Instrument Approach Landin		e leg Approach	☐ Final ☐ Aborted Landing	Go Around (after touchdown)
IFR Approach (Check all that apply) ☐ None ☐ PAR ☐ ADF/NDB ☐ Sidestep ☐ SDF ☐ ILS ☐ VOR/TVOR ☐ Localizer Only ☐ VOR/DME ☐ LOC-back course ☐ TACAN ☐ RNA V	□ LDA □ ASR □	Practice GPS Loran Unknown	VFR Approach (Check all t. ☐ None ☐ Traffic Pattern ☐ Straight-In ☐ Valley/Terrain Following ☐ Go Around ☐ Full Stop	hat apply) Stop and Go Touch and Go Simulated Forced Landing Forced Landing Precautionary Landing Unknown
Runway Information			Condition of Runway/Land	ing Surface (Check all that apply)
Runway ID: 13 R (L/R/C) Length:	14,005 ft Width:	201_ft		w-Compacted Water-Calm w-Crusted Water-Choppy
Runway/Landing Surface (Check all that ☐ Asphalt ☐ Grass/Turf ☐ Mac ☐ Concrete ☐ Gravel ☐ Met ☐ Dirt ☐ Ice ☐ Snow	adam Water		Rough	w-Dry Water-Glassy w-Wet Wet Unknown
FLIGHT ITINERARY INFORMA				
Last Departure Point Airport ID: KNFL City: FALLON State: NV Country: UNITED STATES	Time of Departure Time: 0752 Time Zone: PST	Destination Airport ID: L City: FALL State: NV Country: UN	KNFL	Type Flight Plan Filed None VFR/IFR Company VFR IFR Military VFR Unknown VFR Activated? Yes No
Type of ATC Clearance/Service (Check a	ll that apply)			
□ None □ Special VFR □ VFR □ IFR	☐ Specia		☐ VFR Flight Follow☐ Traffic Advisory	ving Cruise Unknown / NA
Airspace where the accident/incident occ Class A Class E Class B Class G Class C Demo Area Class D Warning Area	☐ Proh ☐ Rest ☐ Milit	nibited Area cricted Area tary Operations out Advisory A		g Area
Aircraft Load Description (Check all that	apply)			
□ None □ Towing Glide □ Passengers □ Towing Bann □ Cargo ☑ Other Externa	er 🔲 Wate	chutists er mical/Fertilizer	Livestock Unknown	
FUEL & SERVICES INFORMA	TION	E-062 VA		_
Fuel on Board at Last Takeoff (convert from pounds, as necessary) 979 Gallons	Fuel Type 80/87 100 Low Lead	☐ 115/145 ☐ Jet A	☐ JP4	her, specify JP8
Gallons Gallons	100/130	Automotiv	е 🔲 ЈР5	
Other Services, if Any, Prior to Departu	re			

EVACUATION OF AIR	RCRAFT									
Was an emergency evacuation	on of the aircraft	performe	d?	☐ Yes [☑ No					
Method of Exit - Describe ho	Method of Exit - Describe how the occupants exited and how many occupants evacuated each location									
									3	
									1	
			.=	- INTOINE TAI	- 0.77					
WEATHER INFORMA		E ACCIL					Dell's dell'institution	Mathad of	D=i - C	
Weather Observation Facilit	y			ce of Weather	Information			Method of I (Check all that		
Facility ID: KNFL		-	□N	ational Weather S			Company	☐ In Person	1707	
Observation Time: 0903		==		ight Service Stati V/Radio	on		 ✓ Military ☐ Internet 	☐ Teletype ☐ Telephone	Computer	
	0 1		□ A	utomated Report			Unknown	☐ Aircraft R	adio	
Distance from Accident Site:		ees MAG		ommercial Weath	er Service (DUA'	TS)		☐ TV/Radio☐ Unknown		
Direction from Accident Site: Briefing Type/Completeness		CCS IMAG	Ligh	t Condition				Visibility		
Full	☑ Abbreviat	ed	D		Dusk		Dark Night			
☐ Partial / Limited By Pilot	☐ Unknown		☑ D:	ay 📋	Night		Bright Night		nifes	
Partial / Limited By Briefer	☐ Not Pertin		Lacerna			-	Not Reported striction to Visibility	Chack all th	at at.)	
Sky/Lowest Cloud Condition Clear	l] Thin Broken	Ceiling None	(clear)	П	Obscured	100.00	None	Fog	и арріу)	
☐ Few	Thin Overcast	☑ Broke	n		ndefinite		Blowing Dust	☐ Groun	d Fog	
☐ Partial Obscuration ☐ ☐ Scattered	Unknown	Overc	ast	Δt	Inknown		Blowing Sand Blowing Snow	☐ Haze ☐ Ice Fo	ıσ	
Lowest Cloud Condition Hei	aht	Ceiling	II aliabé				Blowing Spray	Smoke		
Lowest Cloud Condition Her	ft AGL	Cennig	ireign		ft AGL		Dust	☐ Unkno	own	
Wind Direction	Wind Speed			Wind Gusts	- II/IOE	Tv	pe of Turbulence (C	heck all that an	nh)	
✓ Indicated:	The state of the s	23 KTS	j	Velocity:	34 KTS	1000	None In Cl		-57	
350 degrees MAG	-or-	LOKIS		velocity.	KIS			nity of Thunders	storm	
The second of th	Calm		☑ Gusting			Severity of Turbulence				
☐ Variable	Light and Var	able	☐ Not Gusting			Extreme Moderate Light Severe Moderate Chop				
NOTAL OF THE SECOND	AIDMET C	ICMET.								
NOTAMs (D, L and FDC									D TURBUI ANCE	
FOUR AIRMETS WERE ISSUE BELOW 18,000 FT AND WERE	FORECAST TO	CONTINUE	TO 1	300 PST.	CONDITIONS, I	MOU	NTAIN OBSCORATIO	JN, ICING AIN	DIURBULANCE	
PIREP BY A NAVY AIRCRAFT					THER RECCE	WAS	OVERCAST FROM	10 000 FEET	TO 18 000 FEET	
MSL MSL	ON THE SAME IV	1001014 (0	LIAIL	LUNONVLA	THE KILOUL)	****	O V E NO NO I I NO M			
	Ti	cing Forec	ast				Type of Precipitati	on (Check all t	hat apply)	
Temperature:O1 (C)		Amou	nt		Type		None	Drizzle		
or(F)	1 7	None Trace		Moderate Severe	☐ Rime ☐ Clear		Rain Snow	☐ Ice Pellets ☐ Snow Pellet	s	
Altimeter Setting: 29.71	in. HG	Light			Mixed		☐ Hail	☐ Snow Grain	s	
or	202	cing Actua	al .			-		☐ Ice Crystals ☐ Ice Pellets S		
Density Altitude:	"	Amou	nt	-1	Type		Snow Shower	Freezing Dr		
Dew Point:(C) or(F)		None Trace	-	Moderate Severe	☐ Rime ☐ Clear	İ	Intensity of Precip	itation		
,(r)		Light			Mixed	-			☐ Heavy	

PILOT "A" INFORM	ATION							-		
Pilot "A" Responsibilities : ☑ Pilot ☐ Co-Pilot		dent/Incide		Check Pilot	☐ Flig	ht Engineer	Other	Flight Crew		
Pilot "A" Identification				Y-UIN-E-W-C						
First Name: CARROLL				Cit	v.					
Middle Initial:				Sta				-		
Last Name: LeFON				Co	untry: U	NITED ST	ATES			
Age at time of Accident/Inc	dent:51	Date of Birt	th:		rtificate	Number:		****		B
Degree of Injury	Seat Occupied	d		Sea	t Belt			Shoulder	Harness	
☐ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious	☐ Left ☐ Right ☐ Center	☐ Front ☐ Rear ☐ Single	Unknov		d ilable		□ No □ No	Used Available	✓ Yes✓ Yes	□ No
Pilot Certificate(s) (Check of	ll that apply)			WYS COLUMN THE						
□ None □ Stu □ Private □ Fli	dent ght Instructor	☐ Recrea	tional	☐ Commerc ☐ Airline Tr] Flight Engi] U.S. Milita		☐ Foreign	1
Principal Occupation	Medical Certificat	e		Med	tical Cer	tificate V	alidity	Date of I	ast Medic	cal
☑ Pilot		lass 3				nitations/wa		03/15	5/2011	
☐ Other ☐ Unknown		river's Licen Inknown	se (Sport Pilot		Vith limita Jnknown	tions/waive	rs	mm/de		
								Massacritics		
Medical Certificate Limita	tions									
Medical Certificate Waive	*									
Medical Certificate Walve	3									
D. Cl. AFF-L.D.		Louis			ens consum	·····	*AVANOCINE E			
Date of Last Flight Review		Flight 1	Review Airc	raft	****		***************************************			
Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks:	03/2011	Flight		raft			WAW/AVI A TOTAL DESCRIPTION OF THE PARTY OF			
or Equivalent, Including	03/2011 mm/dd/yyyy	1276 341								
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s)	mm/dd/yyyy Other Aircraft R	Make; _ Model; _ Rating(s)					or Rating(s)			
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply)	mm/dd/yyyy Other Aircraft R (Check all that appl	Make; _ Model; _ Rating(s)	Instrume (Check all			Instructo		*		
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply)	mm/dd/yyyy Other Aircraft R (Check all that appl	Make; _ Model; _ Rating(s)	Instrume (Check all	ent Rating(s)		Instructo	or Rating(s) that apply)		Instrument	t Airplane
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land	mm/dd/yyyy Other Aircraft R (Check all that appl	Make; _ Model; _ Rating(s)	Instrume (Check all None Airplar	ent Rating(s) that apply)		Instructo (Check all None Airplan	or Rating(s) that apply) ne Single-Eng	ine [Instrument	Helicopter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply)	mm/dd/yyyy Other Aircraft R (Check all that appl. None Airship Free Balloon Glider	Make; _ Model; _ Rating(s)	Instrume (Check all	ent Rating(s) that apply) ne		Instructo (Check all None Airplan	or Rating(s) that apply) ne Single-Eng ne Multi-Engi	ine [Instrument Helicopter	Helicopter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea	mm/dd/yyyy Other Aircraft R (Check all that appl None Airship Free Balloon Glider Gyroplane	Make; _ Model; _ Rating(s)	Instrume (Check all None Airplar Helico	ent Rating(s) that apply) ne		Instructo (Check all None Airplan Airplan	or Rating(s) that apply) ne Single-Eng ne Multi-Engi	ine [Instrument	Helicopter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land	mm/dd/yyyy Other Aircraft R (Check all that appl. None Airship Free Balloon Glider Gyroplane Helicopter	Make; _ Model; _ Rating(s)	Instrume (Check all None Airplar Helico	ent Rating(s) that apply) ne		Instructo (Check all None Airplat Gyropl	or Rating(s) that apply) ne Single-Eng ne Multi-Engi	ine [] Instrument] Helicopter] Glider	Helicopter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sca	mm/dd/yyyy Other Aircraft R (Check all that appl None Airship Free Balloon Glider Gyroplane	Make; _ Model; _ Rating(s)	Instrume (Check all None Airplar Helico	ent Rating(s) that apply) ne		Instructo (Check all None Airplat Gyropl Powere	or Rating(s) that apply) ne Single-Eng ne Multi-Engi ane d Lift	ine C] Instrument] Helicopter] Glider] Sport	Helicopter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land	mm/dd/yyyy Other Aircraft R (Check all that appl. None Airship Free Balloon Glider Gyroplane Helicopter	Make; _ Model; _ Rating(s)	Instrume (Check all None Airplar Helico	ent Rating(s) that apply) ne		Instructo (Check all None Airplat Gyropl Powere	or Rating(s) that apply) ne Single-Eng ne Multi-Engi ane d Lift	ine [] Instrument] Helicopter] Glider] Sport	Helicopter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sca	mm/dd/yyyy Other Aircraft R (Check all that appl. None Airship Free Balloon Glider Gyroplane Helicopter	Make; _ Model; _ Rating(s)	Instrume (Check all None Airplar Helico	ent Rating(s) that apply) ne		Instructo (Check all None Airplat Gyropl Powere	or Rating(s) that apply) ne Single-Eng ne Multi-Engi ane d Lift	ine C] Instrument] Helicopter] Glider] Sport	Helicopter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sca	mm/dd/yyyy Other Aircraft R (Check all that appl. None Airship Free Balloon Glider Gyroplane Helicopter	Make; _ Model; _ Rating(s)	Instrume (Check all None Airplar Helico	ent Rating(s) that apply) ne		Instructo (Check all None Airplat Gyropl Powere	or Rating(s) that apply) ne Single-Eng ne Multi-Engi ane d Lift	ine C] Instrument] Helicopter] Glider] Sport	Helicopter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sca	mm/dd/yyyy Other Aircraft R (Check all that appl. None Airship Free Balloon Glider Gyroplane Helicopter	Make; _ Model; _ Rating(s)	Instrume (Check all None Airplar Helico	ent Rating(s) that apply) ne		Instructo (Check all None Airplat Gyropl Powere	or Rating(s) that apply) ne Single-Eng ne Multi-Engi ane d Lift	ine C] Instrument] Helicopter] Glider] Sport	Helicopter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sca	mm/dd/yyyy Other Aircraft R (Check all that appl. None Airship Free Balloon Glider Gyroplane Helicopter	Make; _ Model; _ Rating(s)	Instrume (Check all None Airplar Helico	ent Rating(s) that apply) ne		Instructo (Check all None Airplat Gyropl Powere	or Rating(s) that apply) ne Single-Eng ne Multi-Engi ane d Lift	ine C] Instrument] Helicopter] Glider] Sport	Helicopter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sca Type Ratings	mm/dd/yyyy Other Aircraft R (Check all that appl) None Airship Free Balloon Glider Gyroplane Helicopter Powered Lift	Make: _ Model: _ Rating(s)	Instrume (Check all None Airplar Helico	ent Rating(s) that apply) ne		Instructo (Check all None Airplan Gyropl Powere	or Rating(s) that apply) ne Single-Eng ne Multi-Engi ane d Lift Endorsemen	ine C] Instrument] Helicopter] Glider] Sport	t Helicopter
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PILOT "B" INFORM									× :	
Pilot "B" Responsibilities : ☐ Pilot ☐ Co-Pilot		ent/Inciden Flight Inst		Check Pilot	☐ Flig	ght Engineer	Other	Flight Crew		
Pilot "B" Identification										
First Name: Middle Initial: Last Name:				Sta	y: te: untry:	Z	ZIP:			
Age at time of Accident/Inc	ident: D	ate of Birth	n:	Ce	rtificate	Number:				
Degree of Injury	Seat Occupied				t Belt			Shoulder H	arness	
☐ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious	None					Yes [□ No □ No	Used Available	☐ Yes ☐ Yes	□ No □ No
Pilot Certificate(s) (Check of		25.		19-25						
□ None □ Stu □ Private □ Fli	dent ght Instructor	☐ Recreati	ional	Commerce Airline To	ransport		Flight Engir U.S. Militar	у	Foreign	
Principal Occupation	Medical Certificate			10723-01		rtificate Va		Date of La	ast Medica	ıl
☐ Pilot ☐ Other ☐ Unknown			e (Sport Pilot	only)		mitations/wai ations/waiver		mm/dd/y))) <u>)</u>	
Medical Certificate Limita	tions									
Medical Certificate Waive	rs									
Date of Last Flight Review		Flight R	Review Airc	raft						
or Equivalent, Including		Make:								
FAR 121/135 Checks:	mm/dd/yyyy	E Commence			27.00					
Airplane Rating(s)	Other Aircraft Ra	rting(s)	Instrume	ent Rating(s)]	Instructor	Rating(s)			
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☐ None ☐ Single-Engine Land ☐ Single-Engine Sea ☐ Multiengine Land ☐ Multiengine Sea	☐ None ☐ Airship ☐ Free Balloon ☐ Glider ☐ Gyroplane ☐ Helicopter ☐ Powered Lift	None None Airship Airplane Free Balloon Helicopter Glider Powered Lift Gyroplane Helicopter				None ☐ Instrument Airplane ☐ Instrument Airplane ☐ Instrument Helicopter ☐ Helicopter ☐ Gyroplane ☐ Glider ☐ Sport ☐ Sport				
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This Make/Model					-			Sherring Sherring	With the Control of t	Paramana-Tanapa
Last 90 Days Last 30 Days					-					-
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ADDITIONAL FLIGHT CRE	EW MEMBERS	(Exclusive of cabin a	ttendants, complete the	e followin	g info	rmati	on)	
Pilot Name and Address							Degree of I	
First Name:		City:					None	☐ Fatal
Middle Initial:		State:	ZIP:	-11			☐ Minor ☐ Serious	Unknown
Last Name:		Country:					☐ Serious	
Pilot Certificate(s) (Check all that							Seat Occup	ied
☐ None ☐ Student	Recreational	Commercial	Flight Engineer	☐ Fo	reign		Left	Front
Private Flight Instructor	☐ Sport	Airline Transport	U.S. Military				Right Center	Rear Single
Type Rating/Endorsement for			ime at the Time	1			L. Center	Unknown
Accident/Incident Aircraft?	Yes No	of this Accider	nt/Incident:	hrs				
Pilot Name and Address							Degree of I	
First Name:		Citv:					None	[Fatal
Middle Initial:		State:	ZIP:			15	☐ Minor ☐ Serious	Unknown
Last Name:		Country:						
Pilot Certificate(s) (Check all that	t apply)		tonicaentennia MA, Petrol (SS	1000 <u>-</u> 400000		- 1	Seat Occup	
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Accident/Incident Aircraft.	Yes No	of this Acciden	Wincident:					
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First Name:		City:					None	☐ Fatal
Middle Initial:	***************************************	State:	ZIP:	0000000000		- 1	☐ Minor ☐ Serious	Unknown
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Date - Delichates	☐ Sport	☐ Airline Transport	U.S. Military			- 1	Dight	Rear
Private Flight Instructor	open						Center	[7] Single
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NARRATIVE HISTORY OF FLIGHT (Please type or print in ink)

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State time and point of departure, intended destination, and services obtained.

MISHAP FLIGHT (MF) WAS PART OF A NAVY TRAINING EXERCISE FROM NAS FALLON, NV (KNFL). MISHAP PILOT (MP) BRIEFED WITH NAVY PERSONNEL AT 0515 PST. SCHEDULED TAKE OFF TIME WAS 0730 PST. WEATHER FORECAST AT TIME OF BRIEF WAS ACCEPTABLE FOR FLIGHT AND WITHIN NAVY AND COMPANY OPERATING REQUIREMENTS.

AT APPROXIMATELY 0643 MP REPORTED TO COMPANY DEPUTY DIRECTOR OF OPERATIONS (DDO) AT NAS FALLON THAT HE WAS CONCERNED ABOUT THE FORECAST OF MODERATE AND MIXED ICING IN A LAYER 8000 FEET THICK. MP AND DDO DISCUSSED ICING, CLOUD CONDITIONS, WINDS AND TAKE OFF AND LANDING OPTIONS FOR FALLON RUNWAY 25. AT APPROXMATELY 0715 MP STARTED THE MISHAP AIRCRAFT (MA) FOR THE FLIGHT. AT APPROXIMATELY 0737 MP REPORTED TO DDO PIREP REPORTED "IN AT 10K, OUT AT 18K, BROKEN, HIGHT IN THE EAST".

0752 PST, MA TAKE OFF FROM KNFL, APPROXIMATELY 37 MINUTES AFTER ESTIMATED START TIME.

AT APPROXIMATELY 0830 PST, COMPANY MAINTENANCE CREW REPORTS TO MP THAT WEATHER AT NAS FALLON IS "GETTING BAD" AND THAT MP SHOULD RETURN AS QUICKLY AS POSSIBLE. MP REPORTS THAT HE IS "10 MINUTES OUT." MP ALSO REPORTS DETERIORATING WEATHER CONDITIONS AT NAS FALLON TO OTHER NAVY MISSION AIRCRAFT.

BETWEEN 0835 TIME OF MISHAP, MP ATTEMPTS TWO UNSUCCESSFUL PERCISION APPROACHES TO NAS FALLON. ON SECOND APPROACH, AT APPROXIMATELY 4 NM FOR THE RUNWAY, MP TERMINATES THE APPROACH AND EXECUTES A DIVERT TO KRNO. UPON CHECKING IN WITH NORCAL APPROACH, MP IS INFORMED THAT WEATHER AT KRNO IS "BELOW MINIMUMS" AND MP ELECTS TO RETURN TO KNFL.

AT APPROXIMATELY 0910 MP BEGINS A CONTACT APPROACH TO KNFL; AND OVERFLIES THE FIELD APPROXIMATELY ONE HALF NAUTICAL MILE LEFT OF RUNWAY 31L CENTERLINE, MA HAS LANDING GEAR UP.

AT APPROXIMATELY 0915 COMPANY DDO CALLS NAS FALLON BASE OPERATIONS FOR MA LOCATION AND STATUS AND IS TOLD THAT "A KFIR IS DOWN" BUT LOCATION IS UNKNOWN.

AT APPROXIMATELY 0914 MA IMPACTED THE GROUND ON NAS FALLON HEADING ABOUT 150 DEGREES MAGNETIC, APPROXIMATELY ONE-HALF NM SOUTH OF THE APPROACH END OF RUNWAY 13R. AIRCRAFT IMPACTED THE GROUND WITH THE LANDING GEAR UP, AND SLID IN TO A MUNITIONS STORAGE BUILDING. NOSE OF THE MA PENETRATED THE BUILDING AND THE AIRCRAFT CAUGHT FIRE. MP DID NOT ATTEMPT TO EJECT FROM THE AIRCRAFT AND WAS KILLED ON IMPACT. THREE NAVY PERSONNEL WERE FIRST TO RESOND TO THE ACCIDENT AND ATTEMPTED TO REMOVE THE PILOT FROM THE WRECKAGE, BUT WERE UNABLE DUE TO FIRE AND SMOKE FROM THE AIRCRAFT.

NAS FALLON FIRE DEPARTMENT RESPONDED BUT WERE UNABLE TO INITIALLY FIGHT THE AIRCRAT FIRE DUE TO THE POSSIBILITY OF SECONDARY EXPLOSITIONS FROM MUNITIONS STORED IN THE BUILDING. AIRCRAFT CONTINUED TO BURN FOR SOME TIME BEFORE NAS FALLON FIRE DEPARTMENT WAS ABLE TO BEGIN FIGHTING THE FIRE. AND SUBSEQUENTLY EXTINGUISH THE FIRE.

RECOMMENDATION (How could this accident/incident have been prevented?)

Operator/Owner Safety Recommendation

The mishap aircraft was fully operational with no outstanding discrepancies that would prevent safe execution of the mission, and carried a full fuel load to allow for safe completion of the mission and return to the planned destination or alternate. The mishap pilot was fully current in the aircraft, and received a full mission brief prior to take off with the current information available at that time. While the briefed weather was within safe operational parameters, the mission take off was delayed for over twenty minutes due to local weather conditions developing that were less than forecast. However, the weather was confirmed adequate for safe mission completion as reported by another mission aircraft launched to obtain a PIREP immediately before mission take off.

During the mission, the sudden deterioration of the weather at NAS Fallon led to the recall of all mission aircraft, some of which were able to return to NAS Fallon while some others were forced to divert to NAS Lemogre, CA. The mishap pilot was recalled first by company personnel, and later, all mission aircraft were recalled by Navy personnel.

Mishap pilot made two ground controlled, precision approach attempts in to NAS Fallon, the first resulting in a missed approach due to his inability to safely land the aircraft when he reached the approach Decision Height, and the second resulting in termination of the approach by the mishap pilot when he reached his divert fuel state. His divert attempt was also unsuccessful due to severe weather at Reno International Airport reported as below minimums, forcing the mishap pilot to return to NAS Fallon as the closest available airfield. Mishap pilot then elected to conduct a contact approach and impacted the ground during that approach. The mishap pilot apparently did not attempt to eject, and the winds across the ground were reported in excess of 30 knots as the mishap pilot attempted a very low-altitude, hard turn to the runway environment.

The mishap pilot reported no mechanical difficulties during the flight and the post-mishap fire seems to indicate that there was fuel remaining in the aircraft at impact. Therefore, an apparent likely causal factor of this mishap is the unforecast, severe weather resulting in the inability of the mishap pilot to successfully complete an approach into NAS Fallon or to successfully divert to his planned divert field. The weather encountered during the flight both at NAS Fallon and Reno International was significantly more severe than the weather forecast at the brief, and reported during the flight. While the mishap was equipped with an AERA-510 GPS that gave the mishap pilot current METARs, the actual weather encountered was also more severe than indicated in the METARs.

Because actual weather conditions were significantly less than forecast, it is germane to note that the NAS Fallon weather forecast and METAR reports were not generated by weather forecasters actually located at NAS Fallon, but by forecasters located elsewhere. It is also worth noting that this weather resulted in all mission aircraft being put into extremis, with all mission pilots having to either conduct precision approaches into hazardous weather or to divert to an alternate airfield over 150 miles away. It should also be noted that NAS Fallon routinely conducts large scale exercises with 30 or more tactical aircraft launching and recovering from the field. Therefore, the most significant recommendation to prevent similar instances of unforecast weather at NAS Fallon leading to large scale, unplanned diverts or approaches conducted into hazardous weather, both of which could potentially result in aircraft emergencies including the loss of an aircraft, would be to increase the fidelity of weather forecasts and observations at NAS Fallon. This could be done by having actual forecasters in place at NAS Fallon

ADDITIONAL IN	FORMA	TION (Please type or print in ink)		
		is needed for any answers.		
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I HEREBY CERTIF	Y THAT TH	HE ABOVE INFORMATION IS COMPLE	ETE AND ACCURATE TO THE BEST OF	NY KNOWLEDGE
Date of this Report	Signature	and Name of Pilot/Operator		
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mm/dd/yyyy	Type or Pri	nt Name:		
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10.2.74				
Title:				
		FOR NTSB (
NTSB Accident/Incid	dent No.	Reviewed by NTSB Regional Office	Name of Investigator	Date Report Received